



Volume 18 No. 8

August, 1967

AERONAUTICS COMMISSION ELECTS NEW OFFICERS

CHAIRMAN

Jack Hughes of Missoula was elected Chairman for the coming year at the July meeting of the Aeronautics Commission. Jack, chief pilot for Johnson Flying Service in Missoula, was appointed by Governor Babcock to the Commission in 1963 and received his reappointment to a second four-year term in June, 1967. Jack is the representative of the Montana Flight Operators on the Commission.

VICE CHAIRMAN

Mr. Peter H. Black was elected Vice-Chairman. Pete, a Frontier Airlines executive in Billings, is the representative of the "Air Carriers" on the Commission. He received his appointment by Governor Tim Babcock in 1966 to complete the unexpired term of Mr. Herb Jungemann who was transferred by Western Airlines to Nevada.

SECRETARY

Mr. Clarence R. Anthony of Helena was elected Secretary. Clarence has served on the Commission since 1959 and received his latest reappointment in June of 1967. He is em-



Seated Left to Right—New Vice-Chairman Peter Black; Out-going Chairman Carl "Bill" Bell; New Chairman Jack Hughes; Members Standing: E. B. Cogswell, Clarence Anthony, Walter Hope and Gordon Hickman.

ployed by the State Department of Public Instruction as Supervisor of Technical Education.

The remaining members of the Commission are: Out-going Chairman, Carl "Bill" Bell of Glasgow; Walter Hope, Hysham; E. B. "Ted" Cogswell of Great Falls and Gordon R. Hickman of Harlowton.

SEVEN ADDITIONAL AERONAUTICAL ADVISORY STATIONS

Seven recent additions to Montana's Unicom Program are: Ashland, Boulder, Browning, Forsyth, Gardiner, Laurel, and Sidney. These stations operate on 122.8m.c.

**Official Monthly Publication
of the
MONTANA AERONAUTICS
COMMISSION**

**Box 1698
Helena, Montana**

Tim Babcock, Governor

Charles A. Lynch, Director

**Jack R. Hughes, Chairman
Peter H. Black, Vice Chairman
Clarence R. Anthony, Secretary
Carl (Bill) Bell, Member
Walter Hope, Member
E. B. (Ted) Cogswell, Member
Gordon R. Hickman, Member**



Director's Column



**TO ALL COMMERCIAL AIR
OPERATORS OF THE STATE
OF MONTANA:**

July 20, 1967

You are hereby notified that the Montana State Aeronautics Commission has made its decision and adopted rules and regulations relative to the amounts of liability coverage required of commercial air operators under the provisions of Chapter 122 of the Session Laws of the State of Montana, 1967. A copy of the Commission's decision in this regard and its General Order No. 9-100 issued pursuant thereto is herewith enclosed.

You will note that the order is effective 30 days from the date thereof, unless protests or objections are received at the Commission's office relative thereto. If protests or objections are received, the Commission will then make a decision as to whether another public hearing will be held or the Commission may declare the order effective, notwithstanding protests or objections. In addition, the Commission may, after receiving protests or objections, modify its order and declare the same effective.

Should you have any protests or

objections, you are urged to promptly communicate them to the undersigned, as Director of the Commission, at Box 1698, Helena, Montana, so that they may receive consideration. Any objections or protests received after the expiration of 30 days from the date of the order will not be considered.

Sincerely

Charles A. Lynch, Director
Montana Aeronautics
Commission

Preliminary Order

IT IS ORDERED THAT:

1. The Certificate of Insurance to be used by commercial air operators to report their insurance coverage to this Commission shall be in such form as may be hereafter required by the Commission.

2. The rules set forth in the general order attached hereto shall be known as General Order No. 9-100. Hereof, unless protests or objections are received, the Commission will then decide whether a further public hearing is necessary. However, if protests or objections are received, the Commission may reject the same and declare General Order No. 9-100 effective, notwithstanding receipt of such protests or objections, or the Commission may modify said General Order and declare the same effective.

3. Concurrently, with the effective date of General Order No. 9-100, Commission Regulations Nos. 2-104 and 2-105, having to do with insurance requirements and proof thereof for aeronautical agricultural operations, shall be repealed and rescinded, as having been superseded by General Order No. 9-100.

4. The Director of the Commission is directed to cause a copy of this decision and of the general order to be served forthwith on every commercial air operator as defined in Chapter 122 of the Session Laws of the Fortieth Legislative Assembly of the State of Montana, 1967.

DATED at Helena, Montana, this 20th day of July, 1967.

JACK R. HUGHES, Chairman
CLARENCE R. ANTHONY, Member
CARL W. BELL, Member
PETER BLACK, Member
E. B. COGSWELL, Member
GORDON R. HICKMAN, Member
WALTER HOPE, Member

ATTEST:

CHARLES A. LYNCH, Director

**GENERAL ORDER NO. 9-100
STATE AERONAUTICS COMMISSION
OF THE
STATE OF MONTANA**

RULES REQUIRING ALL COMMERCIAL AIR OPERATORS TO PROVIDE AND THEREAFTER CONTINUE IN EFFECT ADEQUATE PROTECTION AGAINST LIABILITY IMPOSED BY LAW UPON SUCH OPERATORS FOR THE PAYMENT OF DAMAGES FOR PERSONAL BODILY INJURIES (INCLUDING DEATH RESULTING THEREFROM) AND DAMAGE TO OR DESTRUCTION OF PROPERTY.

1. On or before the effective date of this order, each commercial air operator as defined in Chapter 122 of the Session Laws of the Fortieth Legislative Assembly of the State of Montana, 1967, shall file evidence as hereinafter specified with this Commission that such operator has in effect liability insurance that complies with this general order.

2. Every commercial air operator shall procure and thereafter continue in effect, so long as such operator continues to offer his services for compensation, adequate protection against liability imposed by law upon such operator for the payment of damages for personal bodily injuries, including death resulting therefrom, and property damage as a result of an accident, subject, however, to the following minimum limits:

(A) Aircraft with Passenger Seating Capacity, 1 to 20 persons:

(1) Aircraft Passenger Bodily Injury and Death Liability—a minimum for one passenger seat of at least \$50,000.00 and a minimum for each accident in any one aircraft of at least an amount equal to the total produced by multiplying \$50,000.00 by the number of passenger seats in the aircraft.

(2) Aircraft Bodily Injury and Death Liability (excluding persons aboard aircraft)—a minimum of \$50,000.00 for one person in one accident, and a minimum of \$200,000.00 for each accident.

(3) Aircraft Property Damage Liability—a minimum of \$100,000.00 for each accident.

(B) Aircraft with Passenger Seating Capacity, 21 or more persons:

(1) Aircraft Passenger Bodily Injury and Death Liability—a minimum for one passenger seat of at least \$50,000.00 and a minimum for each accident in any one aircraft of at least an amount equal to the total produced by multiplying \$50,000.00 by the number of passenger seats in the aircraft.

(2) Aircraft Bodily Injury and Death Liability (Excluding persons aboard aircraft)—a minimum of \$50,000.00 for one person in one accident, and a minimum of \$500,000.00 for each accident.

(3) Aircraft Property Damage Liability—a minimum of \$500,000.00 for each accident.

(C) Definitions of the words "passenger" and "seat".

(1) "Passenger" means any person, other than an employee of the commercial air operator protected by Workmen's Compensation Insurance, aboard the aircraft to whom the commercial air operator owes a duty imposed by law.

(2) "Seat" means the space provided aboard the aircraft to be reasonably occupied by one passenger.

(D) Aircraft Transporting Freight exclusively having a gross weight of 20,000 pounds or less (including agricultural aircraft).

(1) Aircraft Bodily Injury and Death Liability (excluding flight crew aboard aircraft)—a minimum of \$50,000.00 for one person in one accident, and a minimum of \$200,000.00 for each accident.

(2) Aircraft Property Damage Liability (excluding freight aboard aircraft)—a minimum of \$100,000.00 for each accident.

(E) Aircraft Transporting Freight exclusively having gross weight of over 20,000 pounds (including agricultural aircraft).

(1) Aircraft Bodily Injury and Death Liability (excluding flight crew aboard aircraft)—a minimum of \$50,000.00 for one person in one accident, and a minimum of \$500,000.00 for each accident.

(2) Aircraft Property Damage Liability (excluding freight aboard aircraft)—a minimum of \$500,000.00 for each accident.

3. The amount of coverage to be provided by each commercial air operator shall be determined in one of the following ways:

(A) When the policy, surety bond or contract covers all of the aircraft operated by the commercial air operator, the coverage for all aircraft shall be determined by the coverage applicable to the aircraft having the greatest passenger seating capacity.

(B) When each aircraft is covered by a separate policy, bond or contract, or by separate schedules each of which is applicable to a single aircraft within a policy, bond or contract covering two or more aircraft, then the minimum required coverage for each aircraft shall be determined by its own individual requirement.

(C) When the policy, surety bond or contract procured by the commercial air operator is of a single limit nature such policy, surety bond or contract shall be acceptable by the Commission provided that the minimum single limit of the policy, surety bond or contract is at least equal to the total of the minimum limits as determined by paragraph 2 herein for separate limit policies, surety bonds or contracts.

(D) Coverage herein shall be deemed sufficient as to each aircraft operated commercially when the minimum requirements set forth in paragraph 2 have been met and filed with the Commission and nothing herein shall require two or more persons to separately insure the same aircraft; however, nothing herein shall prevent two or more persons who are commercial air operators from being named as insureds on the same policy of insurance, surety bond or contract.

(E) When the actual limits of insurance, surety bond or contract indemnity exceed the minimum amounts set forth in paragraph 2 herein the commercial air operator filing evidence of insurance as hereinafter provided may report only said minimum coverage and

need not specify the amounts of insurance, bond or contract indemnity in excess of said minimum requirements.

4. The protection herein required shall be provided in one of the following ways:

(A) By a policy, or policies, of public liability insurance issued by a company, or companies, licensed to write such insurance in the State of Montana.

(B) By a bond or bonds issued by a surety company or companies licensed to write surety bonds in the State of Montana.

(C) By a plan of self-insurance approved as hereinafter required.

(D) By a policy, or policies, of public liability insurance and property damage insurance written by nonadmitted insurers, subject, however, to the Insurance Codes of the State of Montana.

(E) By any other plan of protection for the public approved as hereinafter required.

(F) By a combination of two or more of the foregoing methods.

5. When the protection is to be provided by the means set forth in subparagraphs (A), (B), (D), (E), and (F) of paragraph 4 hereof, a deductible clause may be inserted. Where 5 per centum, or less, of the risk is made deductible no special approval will be required. Where more than 5 per centum of the risk is made deductible, special approval under paragraph 7 of this general order shall be required.

6. The protection provided hereunder shall not be cancellable on less than thirty (30) days' written notice to the Commission, such notice to commence to run from the date the notice is actually received at the Helena office of the Commission, P. O. Box 1698, Helena, Montana.

7. When the protection is provided by an approved alternate plan or a plan of self-insurance, or includes such an approved plan or plan of self-insurance with other methods, approval of the Commission is required. Such approval shall be requested by a formal application setting forth all the facts relating thereto.

8. When protection hereunder, as set forth in paragraph 4, is provided by a policy or policies of insurance, or by bonds, evidence thereof shall be filed with the Commission by the commercial air operator prior to the effective date of this order, and thereafter evidence of renewal prior to the expiration of policies of insurance or bonds, in one or more of the following manners:

(A) By a copy of the policy of insurance, or bond, duly certified by the company issuing it to be a true copy of the original policy.

(B) By a photostatic copy of the original bond or policy.

(C) By an abstract of the original policy or bond, signed by the company issuing it, in sufficient detail to evidence compliance with Chapter 122 of the Session Laws of the Fortieth Legislative Assembly of the State of Montana, 1967, and this order.

(D) By a certificate of insurance, in form approved by the Commission, signed by the company issuing the policy, or by the underwriting managers

for a group of companies issuing such policy, or, in the case of nonadmitted companies by the broker placing such coverage.

9. The policies, or certificate above referred to shall evidence that the coverage shall apply to any and all commercial flights operated by the insured; irrespective of whether the aircraft involved in the liability insured are specifically described in the policy (unless the policy or policies are written on a single specific aircraft), and shall not be subject to any exclusion by virtue of violations by said commercial air operator of any applicable provision of the Federal Aviation Act of 1958, as amended, or of any rule, regulation, order or other legally imposed requirement prescribed by the Federal Aviation Agency or Civil Aeronautics Board.

10. On, or prior to the effective date of this order, each commercial air operator shall file an affidavit, (signed by an executive officer if a corporation; by a partner if a partnership, or by the owning operator if an individual) with the Commission, setting forth the passenger seating capacity and gross weight carrying capacity of each type of aircraft in commercial operation. At any time thereafter that the passenger seating capacity or gross weight carrying capacity of any such aircraft may be increased to a point where the protection then on file as provided in paragraph 2 of this general order is inadequate, and if a new type of aircraft is acquired and operated, a supplementary affidavit of passenger seating capacity and gross weight carrying capacity shall be filed with the Commission. Prior to the operation of added capacity, or new aircraft with capacity in excess of coverage theretofore on file, the commercial air operator shall cause to be filed evidence of additional coverage sufficient to comply with the minimum limits heretofore set forth.

STATE AERONAUTICS COMMISSION OF THE STATE OF MONTANA

By:

Charles A. Lynch, Director

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING



Airport	Aug.	Sept.
Culbertson	2	...
Glasgow	...	13
Glendive	...	28
Great Falls	10	7
Lewistown	30	...
Miles City	31	...
Missoula	24	21
Sidney	...	27

NOTE: Provisions have been made to give private, commercial and flight instructor and instrument written examinations, **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

BENCHMARK DEDICATION ATTRACTS OVER 400

Over 400 persons turned out for the Dedication of the new 6000 foot paved strip at Benchmark on July 23rd. The airfield is located in the Lewis & Clark National Forest, within five miles of the Bob Marshall Wilderness Area, and 25 miles west of Augusta.

19 planes arrived on Saturday and enjoyed "camping out" in the three campground areas provided by the U.S. Forest Service. On Sunday over 60 more aircraft arrived bringing over 200 persons. MAC's Blair Hamer was kept busy on the UNICOM as the planes arrived from throughout Montana. The road was full of cars bringing several hundred more to enjoy the day.

Prior to the Dedication Ceremonies a delicious barbeque was provided and served by the Bruckert Ranch. The Bruckert Ranch is nearly adjacent to the strip and offers hunting and fishing pack trips into the wilderness area.



MAC's Director Charles Lynch and Commissioner Clarence Anthony leaving the Barbeque line.

DEDICATION CEREMONIES

George N. Engler, Forest Supervisor for the Lewis & Clark National Forest was Master of Ceremonies.

Brief remarks were given by:

Enoch W. Anderson, of the FAA's Area Office in Minneapolis. He expressed the FAA's pleasure in the participation and cooperation of the Forest Service and The Aeronautics Commission. He highly complimented both agencies, Contractor McLaughlin and Consulting Engineer, Wenzel & Co., on the new facility.

MAC Director Charles A. Lynch ex-

pressed the pleasure of the commission to have had a part in the completion of the new airport and noted the growing need for similar facilities throughout the State. Montana Pilot's Association President, Dr. James S. Payne of Great Falls expressed appreciation for the tremendous turnout for the dedication and stated his expectations that the recreational potential of the strip will be fully utilized by Montana pilots.

The main address was presented by Neal M. Rahm, Regional Forester, U.S. Forest Service, Missoula. Mr. Rahm accented that though the main objective of the Benchmark strip was fire control, fire fighting, and emergency purposes, one important ultimate value of the strip will be recreational and noted the advantages of Benchmark as a gateway to the Wilderness Area, and its particular accessibility to the many services provided in the area for hunting and fishing by persons having a limited amount of time.

Mr. Engler then gave a number of acknowledgements and introductions of the many individuals that had assisted on the project.

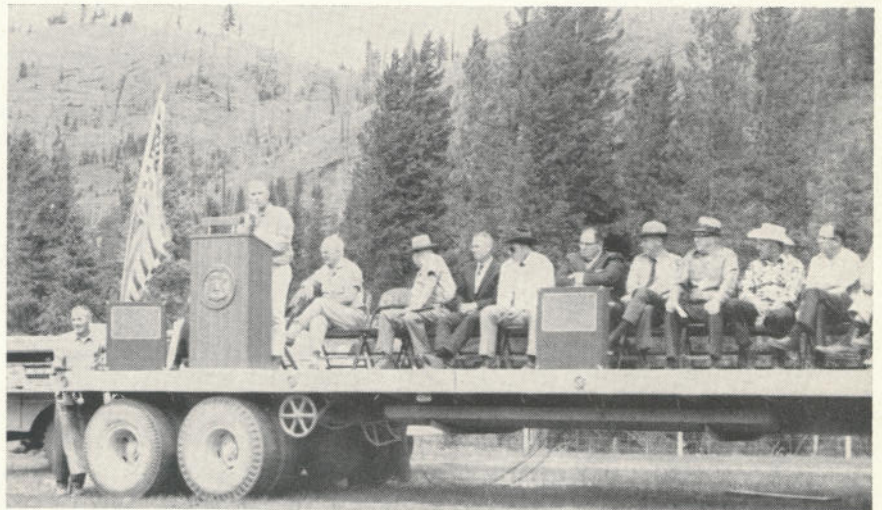
Mr. J. L. Barrett, assisted by wife Ann, then presented three handsome plaques which were awarded by the

Great Falls Hanger that went to: Pilot coming the farthest distance—W. R. Otto of Ontario, California; Oldest Pilot—Grant Preston of Hot Springs; Youngest Pilot—Terry Anderson of Cut Bank.



Neal M. Rahm, Regional Forester from Missoula giving the Dedication Address.

There was an excellent display of Forest Service smokejumping and other aerial firefighting equipment. A local outfitter-packer displayed riding and packing stock and equipment available from licensed outfitters for trips into the back-country.



Speakers Platform — MPA President, Jim Payne speaking. Speakers and featured guests seated on the platform were: George N. Engler—Forest Supervisor, Lewis & Clark National Forest; Neal M. Rahm—Regional Forester, Forest Service—Enoch W. Anderson—Chief Airports Branch, FAA Area Office, Minneapolis, Minn.; Dr. James S. Payne—President MPA; Charles A. Lynch—Director Montana Aeronautics Commission; Harry F. Byrne—Chairman Lewis & Clark County Commission; Reverend Edward Ferguson—Augusta Community Church; William J. Wenzel—President, Wenzel & Company; Ozzie McIntyre—Contractor; Stan Balek—President Augusta Chamber of Commerce; Jack Dodd—National Park Service; Richard "Dick" Lyman—President, Montana Outfitters & Guides; Polly Wallace—Montana Wilderness Association.

VARIED MODES OF TRAVEL—a few examples of means of transportation used to arrive at Benchmark for Dedication Day.



Wagon



TBM and King AIR



Ford Tri Motor and Aero Commander



Several found a shady spot 'neath the wing of Johnson Flying Service's DC-3.

WESTERN STATES DIRECTORS CONFERENCE

By Gloria McCabe
Secretary to the Director

The second Western States Aeronautics Directors Conference was held in West Yellowstone, Montana, on Monday and Tuesday, July 17 and 18.

In spite of the weather factor on Monday morning, there were a total of 25 participants, including representatives from the eleven Western States, with the exception of California and Oregon. The State of Colorado was represented by Mr. Ray Wilson, of the Public Utilities Commission; and the State of Nevada was represented by Mr. Erle Taylor, Airport Manager of McCarran Airport, Las Vegas, and Mr. Lou Gourley, Pilot for the Nevada State Highway Department.

The Federal Aviation Administration was well represented by Mr. Arvin O. Basnight, the new Regional Director from Los Angeles, along with five Area Managers of the Western Region, a representative from Central Region, Kansas City, and the FAA Airports Engineer from the Helena District, Mr. Vic Kiesling. Col. Tracey J. Peterson and Major Armin Wolf, from Western Aerospace Rescue and Recovery Center, Hamilton Air Force Base, California, were available for discussions on Search and Rescue Operations.

Members of the Montana Aeronautics Commission staff in attendance at the Conference were: Mr. Charles Lynch, Director; James Monger, Assistant Director; Jack Wilson, Safety and Education Officer; and Gloria McCabe, Secretary to the Director.

The main topic for discussion at the meeting Monday afternoon was the working relationship with WARRC on Search and Rescue Operations and the working relationship with the Civil Air Patrol and the FAA Flight Service Stations under search conditions. The meeting was followed by a no-host cocktail hour and dinner at the Stagecoach Inn.

Discussions were continued on Tuesday morning, with the main topic being the suggested standardization of airport symbols for state aeronautical charts. Mr. Harald Prommel, of Jeppesen & Co., Denver, was present for this portion of the Conference.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Hysham

The new general aviation utility airport for Hysham is presently under construction and will be completed later this summer. Stephen Kenney is the contractor for the new airport located one and one-half miles east of the town of Hysham. Treasure County is sponsor for the airport under the Aeronautics Commission's small airport program.

Polson

Paving has been completed on the Polson airport, and the airport is now open to traffic. Pilots should watch for men and equipment on the field as the lighting contractor is completing the installation of runway lights. This is a local, state, and federal aid project.

Wolf Point

The airport at Wolf Point is now under construction and pilots are urged to use caution and check the NOTAMS for airport condition reports. Thomas Construction Co. of Billings is the contractor on this local, state, and federal airport project which consists of extending and paving the main runway.

Big Timber

The Airport Board at Big Timber is now proceeding with a preliminary engineering study for the re-development of the airport. The construction project on the Big Timber airport is planned for next year.

Fort Peck

A recent FAA inspection reported the Ft. Peck Airport to be in a rough condition — Pilots are urged to use extreme caution!

BID OPENINGS

Stanford

Bids will be opened at the Capitol Building in Helena at 10 a.m., on August 1 for the construction of a general aviation utility airport at Stanford. Judith Basin County is the sponsor of this project under the Aeronautics Commission's small airport program.

Circle

Bids will be opened in Circle on August 8 for the paving of the main runway on the Circle Airport. Interested contractors are urged to contact Wenzel and Company in Great Falls for a set of plans and specifications. The Circle project is sponsored by the City/County Airport Board and is a local, state, and federal project.

BIDS LET

Billings

The Peter Kiewit Company of Billings was low Bidder for the overlay of the Logan Field Instrument Runway 9-27 at \$449,880. The bid was awarded by the Billings City Council on July 25. Morrison-Maierle & Associates of Helena was the Consulting Engineer.

West Yellowstone

Apparent low bidder for the Ramp Extension on Yellowstone Airport was Robert Burggraf Company of Idaho Falls, Idaho at \$68,297.50.

NEW RULES FOR ALTIMETER CHECKS FOR IFR OPERATIONS

Altimeter and static pressure systems on general aviation aircraft are now required to meet more rigid standards, if the aircraft is operated under Instrument Flight Rule (IFR) in controlled airspace.

The first altimeter check must be made on the aircraft's first annual inspection after July 31, 1967. The technician performing the test must record on the back of the altimeter the date and maximum altitude to which the altimeter has been tested. This information must also be recorded in the aircraft logbook by persons approving the airplane's return to service.

The static pressure and altimeter systems tests and inspections can only be performed by the aircraft manufacturer or a certified repair station which has the appropriate test equipment and holds either (1) a Class I instrument rating, (2) a limited instrument rating for the make and model of altimeter to be tested or for the test to be performed, (3) an airframe rating for the airplane, or (4) a limited rating for a manufacturer issued for the altimeter under repair station qualification.



CALENDAR

August 6, Sidney—Air Show Featuring Don Pittman, Aerobatic.

August 7, Helena—Montana Airport Management Association Board of Directors meeting.

August 13, Lincoln—2nd Annual Fly-In Breakfast sponsored by Lincoln Lions Club.

August 20, Anaconda—Dedication Ceremonies (Alternate Date August 27th.)

August 23 & 24, Polson—Montana Aeronautics Commission's monthly meeting.

August 26, Northwest Section Air Race—Ladies 99's.

East Start: Bozeman, Montana
West Start: Pendleton, Oregon
TERMINATE: Pocatello, Idaho

September 4, White Sulphur Springs—2nd annual Fly-In Breakfast held in conjunction with Centennial Days and Rodeo.

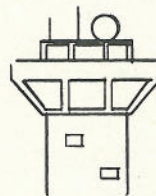
September 7-8-9, International Northwest Aviation Council—Annual Convention, Seattle Wash. (Olympic Hotel, Headquarters.)

September 10, Kalispell—Kalispell City Airport Dedication.

September 25-28, Oklahoma City, Okla.—National Association of State Aviation Officials annual convention.

October 6-7-8, Glendive—Montana Flying Farmers Fall Convention.

October 17-22, Hollywood-by-the-Sea, Florida—12th Annual AOPA Plantation Party and Industry Exhibit, (The Diplomat Resorts and Country Club). Package plans available. Featuring aviation education programs, recreation, general aviation industry exhibits, golf tournament and AOPA Flight Training Clinic.



TOWER

OPERATIONS

JULY 1967

	Total Operations	Instrument Operations
Billings	13,922	1328
Great Falls	11,983	804
Missoula	9,530	238
Helena	5,351	109

"CONGRATULATIONS" NEBRASKA

The State of Nebraska's Department of Education, assisted by the Department of Aeronautics, has established a new Airframe and Powerplant School, one of 12 in the entire Central Region. The school will be given in conjunction with the existing Vocational courses at the Western Nebraska Vocational Technical School at Sidney.

In addition to the FAA approved A & P courses, the school will develop courses in Electronics, slanted toward avionics; aircraft instrument repair, short courses in aircraft riveting, aircraft welding and aircraft sheet metal work.

Initially the school will be designed to complete the training for 160 students annually, however, facilities are available to double this number if the necessity arises.

The Departments are presently taking applications for the position of Director of the A & P school. Interested persons may contact, Mr. Heilig, — Department of Aeronautics — P. O. Box 800 — Lincoln, Nebraska 68501.

The Montana Aeronautics Commission extends congratulations and best wishes to Nebraska's State Departments for this ambitious endeavor to supply an answer to the ever increasing demand for qualified A & P mechanics, electronic specialists and trained personnel in all phases of our industry.

INTERNATIONAL NORTHWEST AVIATION COUNCIL'S CONVENTION

INAC will hold their annual convention in Seattle, Washington, at the Olympic Hotel, SEPTEMBER 7-9.

In addition to interesting work sessions, social events are planned including a special program for the ladies.

One outstanding event will be a tour of the Boeing Company's mock-up of the Supersonic Transport.

It is requested that all attending return their reservation cards immediately to:

Mr. Don Lindsey
c/o Main Branch
Seattle-First National Bank
P. O. Box 3586
Seattle, Washington 98124

DEDICATION OF ANACONDA AIRPORT TO BE HELD



New Anaconda Airport Ready for Traffic.

Dedication of the newly completed 4500 foot paved airport at Anaconda will be held on August 20th. The airport is located 3 1/2 miles north of Anaconda on the Warm Springs Highway (No. 48).

The airport, originally a 4100 ft. stabilized turf strip, was established in 1963 by Edmund "Ned" Harrison and built in conjunction with his Sky Lodge Motel which is adjacent to the airport. The purchase of the strip and the new construction, fostered by the City/County Airport Commission, is a Local, State, and Federal project. Naranche & Konda Construction was the General Contractor.

DEDICATION SCHEDULE OF EVENTS

8:00 A.M.-11:00 A.M. — Fly-In Breakfast (free to all flying in);

11:00-12:00 — Military Fly-Over;

12:00-12:15 — Al Newby's Aerobatic Performance (1st show);

12:30-1:00 — Drill Parade, Anaconda High School, Elks Drum & Bugle Corps;

1:00-1:30 — DEDICATION CEREMONIES;

1:15-1:30 — Al Newby's Aerobatic Performance (2nd show);

1:30-2:00 — Sky Divers;

2:00 — Aircraft Rides.

Anaconda's Mayor, Henry Lussy will deliver the Dedication Address and William A. Brolin will act as Master of Ceremonies.

The Anaconda Jay Cees will have food concessions.

UNICOM & FUEL AVAILABLE

**BRING THE FAMILY
TO ANACONDA—AUGUST 20!**

STATISTICS

Will your **first** accident be your last day alive?

61/37
65/22
78/18
40/16

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 As of this date	40	16

The human mind doesn't need to be stuffed with information. It just needs to be open.

AVIATION EDUCATION HIGHLIGHTS



By C. R. "Ron" Adams
Supervisor of Aviation Education

During the summer months, aviation education is, in one word, workshops. This summer was no exception, as the Montana Aeronautics Commission, the Department of Public Instruction and four units of the University System cooperated in sponsoring Aviation Education Workshops. In addition, the College of Great Falls conducted a workshop in which this office acted as a consultant. The four workshops were conducted at: Western Montana College, Dillon; Northern Montana College, Havre; Eastern Montana College, Billings; Montana State University, Bozeman. These four workshops plus the College of Great Falls workshop had a total enrollment of 105 students.

This year's program provided the enrollees with more information as to what is available to the classroom teacher in the way of materials. Today, there are more and more texts, audio and visual materials, and books available in this subject area. It was our endeavor, coupled with their individual work in developing instructional units, to make the workshopppers aware of the resources that are at their disposal in this area, aviation education.

Certainly the highlight of the 1967 summer workshop session was a field trip to Houston, Texas, and a tour of the Manned Spacecraft Center. This was just another example of our efforts to give the workshopppers a "first hand" experience of aviation and aerospace topics.

We worked on setting up this particular field trip since last fall. All was okayed and the tour arranged before the first of the year. All we lacked was the airlift from Montana to Houston. We had all but given up, when on June 30 a series of telephone conversations finally confirmed one C-119 "Flying Boxcar" to airlift thirty people to

Houston. This was from the 319th TCS Res., stationed in Portland.

This was great news, but we were to leave Bozeman on July 6, so this left us less than a week to get all in readiness. Needless to say, there was much to be done, little time in which to do it, and a great deal of activity, not only in the Aviation Education office, but in each workshop as well.

We made it, though, only through the diligent efforts of everyone concerned. On the morning of July 6, fourteen people boarded the C-119 for a flight to Billings and sixteen more passengers. Then on to Houston!

I must relate to you one of the problems we encountered on the flight. Air Force regulations require all personnel to wear parachutes on takeoff and landings. Well the majority of the gals showed up, dressed in their best. You would have thought they were going on some plush jet airliner. The C-119 is anything but plush and this combined with parachute requirements created a problem, to say the least. After much scurrying around and delay in our schedule, we finally departed Billings on our seven hour flight to Houston.

Many of you reading this are probably thinking, "What a way to spend seven hours, nothing to do, but sit." But actually each person enjoyed the flight for a number of reasons. First, it was a new and unique experience. Riding in a military aircraft, wearing and learning how to operate a B-4 back pack parachute. Second, on our flight down to Houston we stopped at Tinker Air Force Base, outside of Oklahoma City and saw many different military aircraft from fighters to the giant C-141 "Starlifter" jet transport. Finally, during the flight both days, the flight crew allowed students to come up to the cockpit and observe their activities. Students spent anywhere from ten or fifteen minutes to several hours in the cockpit and as a result have some good "first hand" experiences to relate to their students.

We arrived at Ellington Air Force Base, outside of Houston, about 9:00 p.m. and everyone was checked into the motel by 10 o'clock. Tired, but looking forward to tomorrow's activities, which were to begin at 7 o'clock the morning of July 7.

Friday was really a big day in

the way of activities. During the morning the group spent 3 1/2 hours touring the N.A.S.A. Manned Spacecraft Center. The tour included viewing and being briefed on the following:

1. The Space Center Museum, which contains items of value and importance to the U. S. space program.
2. The giant centrifuge utilized to train astronauts in controlling their spacecraft.
3. The control room, boards and consoles that will be utilized in the Apollo programs.
4. The room where the astronauts train in docking procedures in space utilizing simulators.
5. View the man-made, simulated moon surface where astronauts are trained for their forthcoming lunar landing.

The tour was certainly enough to make the flight down worthwhile, but we Montanans were not content with just the tour. We had to see Houston and its points of interest.

One of the gals arranged for a guided tour of Houston and outlying areas. More than half of the workshopppers took advantage of this.

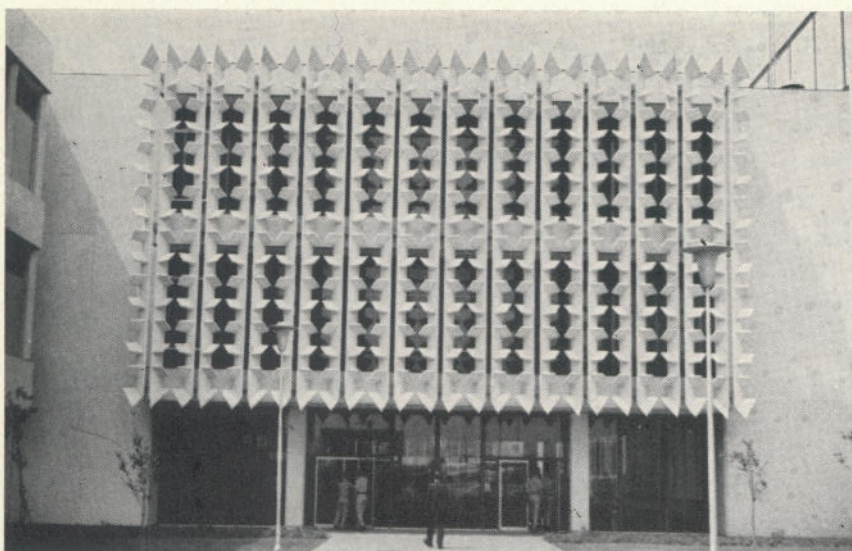
All was not work and tours while we were in Houston. Friday evening, July 7, the Chicago Cubs were playing the Houston Astros in the Astrodome. Just the opportunity of seeing major league baseball is great, but in the Astrodome yet, this was a great opportunity. I believe we had 100% attendance for this event.

Saturday morning we boarded the C-119 for our journey home. It was uneventful, except for the talking among the workshopppers about the events of the last few days.

I certainly think this was a most valuable experience for all who participated. We are hopeful that we can include a similar field trip on an annual basis for our workshops.

The Continental Air Command, of which the 319th TCS is a part, is due a hearty thanks for their part in making this trip possible. Our thanks also to Max Ogle, Director of Aerospace Education, Rocky Mountain Region C.A.P.

I hope that many of you reading this will be in one of our workshops next summer. We have already begun our work for 1968 and I believe we will have a bigger and better program than ever before.



Entrance into the Control Room for the Apollo Flights.



A Montana workshopper viewing the Gemini Capsule which was piloted by Gordon Cooper.



Workshoppers departing from Ellington AFB, Houston, Texas for home.

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENT

Carter, Jerome K.—Rudyard
Dennison, Lynn A.—Belgrade
Lund, Richard S.—Menlo Park, Calif.
Merry, Daniel R.—Billings
Osen, Toby O.—Silesia
Bradley, Paul B.—Livingston
Holder, William D.—Cody, Wyo.
Hanrahan, David G.—Whitetail
Strickfaden, William K.—Billings
Ayala, Jorge L.—Chicago, Ill.
Pogue, Roger B.—Malmstrom AFB
Cook, Lewis W.—Cut Bank
Miller, Kenneth R.—Libby
Rohlk, James H.—Great Falls
Schultz, William L.—Great Falls
Steiner, Peter J.—Missoula
Howard, Marlyn G.—Libby
Riddick, James W. Jr.—Black Eagle
Hellinger, Marie L.—Devon
Grosse, Otto H.—Great Falls
Roe, Jack C.—Black Eagle
Faccenda, Philip M.—Great Falls
Barnes, Judson C.—Great Falls
Franks, Roger L.—Great Falls
Heinz, Robert T.—Anaheim, Calif.
Smith, Donald S.—Great Falls
Summers, Larry E.—Great Falls

PRIVATE

Kincheloe, Gregory J.—Powell, Wyo.
Ballensky, Gary R.—Hardin
Curry, Albert W.—Gillette, Wyo.
Totten, Joe B.—Billings
Braten, Ray A.—Buffalo, Wyo.
Mueller, Leo F.—Billings
Darlington, Larry L.—Sheridan, Wyo.
Ukena, William J.—Red Lodge
Hotchkiss, Kenneth L.—Laurel
Spring, James B.—Billings
Payne, Bill—Billings
Long, Howard E.—Missoula
Rostad, Orville P.—Martinsdale
Van Meter, Robert W.—Clancy
Reed, Charles W.—White Sulphur
Springs
Yaeger, Gary W.—Lewistown
Williams, Cecil J.—Coutts, Alberta,
Canada
Barber, Peter L.—Denton
Phillips, Larry L.—Winnett
Jones, Elmer L.—White Sulphur
Springs
Johnson, George W.—Ola, Arkansas

Senden, Robert H.—Bozeman
 Larsen, Ronald D.—Plentywood
 Hodge, Daniel F.—Butte
 Duff, Thomas D.—Great Falls
 Fischer, Donald F.—Shelby
 Bebee, Gary L.—Havre
 White, Carolyn K.—Thompsonville,
 Illinois

McCafferty, Calvin R.—Stockett
 Chernisky, Linda M.—Helena
 Davis, Howard W.—Lincoln
 Graham, Ira V.—Libby
 Miller, Richard J.—Kalispell
 Woodson, Andrew C.—Great Falls
 Miller, Robert W.—Missoula
 Reed, Robert G.—Missoula
 Smuin, Douglas K.—Missoula
 Koelzer, Alfred L.—Bozeman
 Hollandsworth, James G.—Conrad
 Sorenson, Margie N.—Bozeman

COMMERCIAL

Edlund, Dale L.—Billings
 Coldwell, Jerry L.—Jordan
 Hafer, Ann N.—Billings
 Fromm, Donald G.—Great Falls
 Keil, William D.—Powderville
 Cowden, James L.—Moscow, Idaho
 Ellis, Gary E.—Billings
 Mitchell, Parke R.—Billings
 Zeh, Dennis J.—Bay City, Mich.
 Castren, Harold A.—Helena
 Carter, Curtis D.—Miles City
 Stocking, Herbert G.—Great Falls
 Fulkerson, David G.—Plentywood
 Rogers, Julian W. Jr.—Utica
 Ferrell, Mark Wm.—Great Falls

INSTRUMENT

Beck, Donald R.—Deer Lodge
 Fromm, Donald G.—Great Falls
 Keil, William D.—Powderville
 Minnick, Robert C.—Bozeman
 Bartley, Clarence P. Jr.—Billings
 Janz, Robert H.—Billings
 Voorhees, Harry K.—Glasgow
 Jenni, Thomas C.—Lewistown
 Fulkerson, David G.—Plentywood

MULTI-ENGINE

Voorhees, Harry K.—Glasgow
 Beck, Donald R.—Deer Lodge
 Fromm, Donald G.—Great Falls
 Dedrickson, David J.—Missoula
 Bretz, Lavon R.—Great Falls
 Ferrell, Mark Wm. (LCT)—Great Falls

FLIGHT INSTRUCTOR

Poling, John S.—Glasgow
 Beck, Donald R.—Deer Lodge
 Krug, Charles D.—Glendive
 Fromm, Donald G.—Great Falls
 Keil, William D.—Powderville
 Ferguson, Robert W.—Hamilton
 Holman, Robert C.—Great Falls
 Kidd, William L.—Great Falls

FLIGHT INSTRUCTOR INSTRUMENT

Beck, Donald R.—Deer Lodge
 Fromm, Donald G.—Great Falls

Keil, William D.—Powderville

GROUND INSTRUCTOR

Beck, Donald R.—Deer Lodge
 Fromm, Donald G.—Great Falls
 Cowden, James L.—Moscow, Idaho
 Keil, William D.—Powderville
GROUND INSTRUCTOR INSTRUMENT
 Beck, Donald R.—Deer Lodge
 Fromm, Donald G.—Great Falls
 Cowden, James L.—Moscow, Idaho
 Keil, William D.—Powderville

ADVANCE GROUND INSTRUCTOR

Stowe, John M.—Great Falls

ROTORCRAFT

Ballensky, Gary R. (Private)—Hardin
 Chambers, William R. (Flight Instructor)—Helena

NOTICE OF PROPOSED RULE MAKING PART 298 — AIR TAXI OPERATORS CLASSIFICATION AND EXEMPTION

Economic Regulations

Docket No. 18782

Dated: July 11, 1967

Notice is hereby given that the Civil Aeronautics Board has under consideration a proposed amendment of Part 298 of the Board's Economic Regulations (14 CFR Part 298) which would (1) extend the term of the air taxi operators' existing authority to carry mail; (2) permit air taxi mail service to begin under a temporary mail rate; and (3) authorize individual exemptions for air taxi mail service in certain competitive markets.

The principal features of the proposed amendment are further described in the Explanatory Statement. This regulation is proposed under the authority of Sections 204(a), 406 and 416 of the Federal Aviation Act of 1958 (72 Stat. 743, 763 and 771; 49 U.S.C. §§ 1324, 1376 and 1386).

Interested persons may participate in the proposed rule-making through submission of ten (10) copies of written data, views, or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C. 20428. All relevant matter in communications received on or before **August 15, 1967**, will be considered by the Board before taking final action on the Proposed Rule. Copies of such communications will be available for examination by interested persons in the Docket Section of the Board, Room 710 Universal Building, 1825 Connecticut Avenue, N.W., Washington, D.C., upon receipt thereof.

L. BASHAM NEW GADO INSPECTOR

Mr. Lauren D. "Larry" Basham recently joined the staff of FAA's General Aviation District Office No. 9 in Helena, as a General Aviation Operations Inspector.



Larry Basham—GADO 9's new Inspector.

Larry was born in Clarksville, Tennessee and attended schools in Trenton, Kentucky. He received specialized training at the USAAF's aircraft and engine school and was later assigned as an instructor in engine operations. He served two enlistments with the USAAF, 1946-1947 and from 1953 to 1956. He was the aviation maintenance specialist with the 1st Combat Aviation Company.

Larry holds an ATR with multi-engine rating: Holds commercial license privileges SEL-MEL-Seaplane-Helicopter—Glider and Instrument; Flight Instructor—airplane—instrument and Rotorcraft.

Larry has 15 years of aviation background as a commercial pilot, instructor and owner-operator. His employment record includes, company pilot for the R. L. High Company; Pilot-Manager for Byerly Airlines of Pueblo, Colorado; and owner-operator of Haven Aviation, Grand Haven, Michigan.

Larry lists his hobbies as guns, hunting, fishing, and music. He is a member of various aero clubs, the National Rifle Association and served as a former Operations Officer of the CAP Squadron in Peoria, Illinois.

The Bashams and their 9-year old daughter Cara Lynne reside at 507 Hauser in Helena.

A CASE IN POINT

By Charles A. Smith
Commission Attorney

CIVIL AERONAUTICS BOARD AWARDS NEW AIR SERVICE TO MONTANA CITIES

On July 17, 1967, the Civil Aeronautics Board authorized Frontier Airlines to provide new north-south air service to the Montana cities of Great Falls, Missoula, Bozeman and Billings.

The new route is the result of an investigation entitled "Western Montana Service Investigation" which was instituted by the Civil Aeronautics Board on February 16, 1966, to determine whether the public convenience and necessity required single-carrier service between Missoula and Bozeman, Montana, on the one hand, and Boise, Idaho, and Salt Lake City, Utah, on the other. Frontier, Northwest, West Coast, Western and United Airlines, Inc. were named as parties to the proceeding in the Board's investigation and consolidation orders.

Public hearings were held in both Bozeman and Missoula, Montana, before Examiner Richard A. Walsh in October of 1966. The Montana Aeronautics Commission presented its evidence on behalf of the Commission and the State of Montana in support of the additional air service in question at the Missoula session of the hearing.

Thereafter, Examiner Richard A. Walsh recommended to the Board that Frontier Airlines be authorized to engage in the air transportation of persons, property, and mail between the co-terminal points of Billings, and Great Falls, Montana, the intermediate points Missoula and Bozeman, Montana, and the terminal point Salt Lake City, Utah. The examiner recommended that such authorization be subject to the following conditions:

1. That all flights operated on this route shall stop at Missoula and/or Bozeman;
2. That Frontier Airlines may operate nonstop service between Great Falls and Billings on this route only on flights originating or terminating at points south of Billings;
3. That Frontier be permitted to provide nonstop flights from Missoula to Salt Lake City after it has provided one daily round trip flight to Bozeman on the recommended

route. Examiner Walsh also recommended that Frontier be authorized to provide this service on a subsidy-eligible basis for the first full year of operation and that thereafter, such service should be on a subsidy ineligible basis.

The Civil Aeronautics Board in its July 17th order adopted the initial decision of Examiner Richard A. Walsh as the final order of the Board. The Examiner's determination as aforesaid was adopted in its entirety except for the Examiner's recommendation as to subsidy eligibility. The Civil Aeronautics Board decided that the new award should not be eligible for subsidy for any initial period of operations. Therefore, the Board ordered that the new authority being awarded Frontier shall be ineligible for subsidy from the outset.

Frontier's certificate to operate this route becomes effective on September 18th, 1967, and Frontier is expected to commence its operations on that date. Frontier proposes to operate this route with its Convair 580's.

The Board's award will provide both Bozeman and Missoula with direct air service to the south for the first time. It has thus fulfilled an urgent transportation need for both communities.

FAA INSPECTORS' CORNER



By Lauren Basham
GA Operations Inspector, GADO No. 9

So — You've just received your Private Pilot Rating. "Well" — Congratulations! You have crossed the threshold of a challenging endeavor and have become a part of an ever-increasing segment of our society, the Aviation Community. Today, General Aviation design is influenced by every member of that Aviation Community and is dependent on that same community for its continued technical advance.

Not long ago the Private Pilot flew purely for pleasure and usually within a very small radius of where he obtained his pilot rating. He had to fly by means of ground contact because there was no other way. When the earliest instruments be-

came available, the pilots of that era were very slow to accept them and many of those who did use them as a secondary reference. Today, instrument flying, as we know it, has come of age. Faster and safer aircraft, more reliable flight instrumentation and a complex electronics system with related ground equipment has started a new era in Aviation. A new attitude toward instrument flying is evident among the new breed of pilots. Today's instrument pilot, in maintaining his proficiency whether he be Private, Commercial or higher, places less reliance on chance and more on skill and knowledge. If he has had the advantage of learning his instrument skill from any one of the many excellent schools he will have obtained an instrument education rather than merely an instrument rating. He is one step closer to true professionalism, whether he flies of necessity or for sheer pleasure.

An instrument rating is considered a logical and necessary step in the Aviation education of a Private Certificate holder both to increase the utilization of the expensive and complex equipment in common use and as a personal safety incentive. The instrument rating is, in effect, a license to learn and when used intelligently in the present ATC system, permits the holder to gain the basis of knowledge and ability which will serve him throughout his flying career.

There is no static situation in any phase of learning a skill, either we advance in our capabilities or we regress in our chosen avocation or profession. If we work to excel, we gain greater personal satisfaction and increased safety.

So now you have a Private Pilot Certificate and the opportunity to make the greatest investment in your future and work toward the professional level is essentially the same as the life insurance you invest in to provide for you and your family.

The modern personal aircraft with its high performance capability has created almost limitless potential for business and pleasure travel but this very fact demands professionalism in order to obtain full, safe utilization. Remember, the air like the sea, is terribly unforgiving of mistakes.

The Private Pilot who has just received his rating, though he has a

minimum of time, is in a most advantageous position. By enrolling in a program of instrument training at this point, he can normally qualify for the FAA instrument rating when he has acquired the minimum time and what better way to invest in his future than to invest in his own safety and the safety of those who might share the sky with him.

Three pounds of food and four pounds of water a day will keep the human body functioning; but these would be of little use without the 34 full pounds of air which enter the lungs every 24 hours.

A man who really wants to do something finds a way; the other kind finds an excuse.

Be careful about wearing your wishbone where your backbone ought to be.

It is futile to worry about yesterday or tomorrow, and it is foolish to worry about anything so temporary as today.

SUGGESTIONS FOR TRAFFIC PROCEDURES AT GREAT FALLS INTERNATIONAL

Issued by
Montana Air National Guard
**CIVILIAN SMALL PLANE TRAFFIC
PROCEDURES**

Departures

If possible, it is requested that small plane traffic remain below 5,000 feet MSL until 10 miles from the field. Traffic advisories may be requested from RAPCON on 118.1, 119.3, or 121.1.

Arrivals

If possible, it is requested that small plane traffic descend to below 5,000 feet MSL when within 10 miles of the field. Also traffic advisories are available on the frequencies listed above.

Forget the past. No man ever backed into prosperity.

LABOR DAY FLY-IN BREAKFAST

Place: WHITE SULPHUR SPRINGS
Date: SEPTEMBER 4, 1967

The Fly-In Breakfast is held in conjunction with White Sulphur Springs' Centennial Days and big MRA Rodeo.

Breakfast served until 11:00 A.M.—All you can eat for \$1.00 —Children 50c.

Rodeo starts at 1:00 P.M. (Transportation will be furnished to and from airport.)

80 and 100 octane gasoline available on field.

FLY-IN — ENJOY BREAKFAST
—ON TO THE RODEO — WHITE
SULPHUR SPRINGS ON LABOR
DAY.

A friend is one who has the same enemies as you.

Future generations will be born free, equal, and in debt.

MEMBER

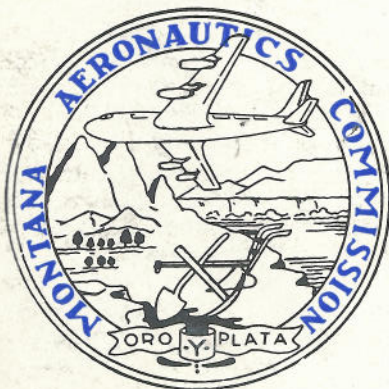
NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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